

TRANSIT HEARING MARCH 2 TO OFFER CHANCE TO CRITICS

Hundreds of Persons and Associations Have Put In Appearance Notices.

OBSTACLES VANISHING

Gov. Miller's Clear Refutation of Abrogation Error Clarifies Situation.

CITY'S RIGHTS ALL SAFE

Some Interest in California Senator's Espousal of New York's Home Rule Cause.

Special Despatch to THE NEW YORK HERALD.
New York Herald Bureau, Albany, Feb. 26.

Amendments to the transit bill are being completed to-night and will be ready for presentation to the Legislature when it reconvenes Monday. Gov. Miller, the leaders of the two houses and the experts of the bill drafting bureau are at work preparing the several clauses which will meet objections filed during the last few days.

Suggestions and criticisms of municipal officials and others are being weighed and in so far as possible will be incorporated in the new provisions. It can be stated, however, that the essentials of the big measure will not be altered. The State will retain the authority to deal with the situation, in New York city particularly, through the exercise of its supreme police power.

The little excitement stirred up here Thursday by the action of the corporation counsel of twenty-five or more cities, who went on record as opposing the bill in its existing form, had subsided to-day. Gov. Miller's gallantry in the face of the criticism steadied the Legislature.

Leaders said to-day that the action of the municipal officials had not changed the situation in either house. They reassured their confidence that the bill would pass by safe majorities without the exercise of the all powerful party caucus to force wobbly Republicans into line. There is no intention of using the caucus unless it appears the bill is in doubt.

Opposition voiced by the legal advisers of cities, who complained that municipal franchises were being treated like scraps of paper was overcome to a large degree to-day by the Governor's clear analysis of that provision of the bill which has come to be called the abrogation of contracts.

The contention of the Mayors and others that they were losing valuable assets of the municipalities is cleared away by the Governor's statement that every clause and term in every franchise will be honored and protected. Instead of being abrogated, the franchises are to be enforced as they have never been under the lax authority of city administration.

The outcome of the transit fight will be determined mainly this week. Following the introduction of the amendments, the completed bill will be presented for discussion at the public hearing on Wednesday. Hundreds of persons and associations have noted their appearance. It is difficult to see how

all can be heard. The hearing will be one of the largest held in years.

Interest centres in the appearance of Senator Hiram W. Johnson of California, who is coming to speak for New York city as a champion of home rule. He is expected to scold the State Administration sharply for proposing to rescue New York city's battered traction system. Like the local officials, who insist they ought to be allowed to have as and transit as they wish without the interference, the home rule champion from the Pacific coast is counted on to insist that Tammany and Hyman be left alone with their problem.

The opposition has picked up courage considerably since the corporation counsel had their meeting, and almost unanimously voiced a protest against the Miller bill. They assert that the Mayor's conference at its midwinter session on Wednesday will affirm the position of the lawyers and declare against the bill unless the amendments offered on Monday overcome all criticism. That is hardly expected, even by the Governor's friends.

The fight will be contested more bitterly than was anticipated. That is becoming clearer every day. The legislative leaders have been so certain of winning that they have minimized the opposition. Now they are becoming more cautious and are getting ready to fight every step of the way. They have already transcribed the bill on the hearing on Wednesday as do the Hyman forces and their leaders are preparing facts and figures to offset the arguments of the opposition.

LA GUARDIA WOULD ALTER TRANSIT BILL

Will Suggest Amendments to Measure at Albany.

In justification of his attitude of opposition to the plan of Gov. Miller, the solution of transit in this city, F. H. La Guardia, President of the Board of Aldermen, has gathered the opinions of city officials in regard to the operation of State-wide control over local transit affairs in various States.

In sending these opinions to Senator William Duggan, New York's farthest western legislator, La Guardia, member of the Public Service Committee of the Senate, Mr. La Guardia intimated they were meant as a reply to the Governor's views were made public by Governor Miller's secretary in Albany.

Mr. La Guardia said in the course of a few days he would suggest some amendments to the transit bill. As might be expected, the city officials spoke strongly in favor of home rule, and President La Guardia ended his letter to Senator Duggan:

"Thus you will see that in almost every instance, with the exception of the La Guardia bill, the course of the transit fight has been unsatisfactory and unfair to the cities' interest. In the case of Massachusetts the system is largely intercity, and they frankly state that conditions there are not comparable to those existing in New York city."

WATER POWER NEXT ON MILLER'S PROGRAMME

Also Plans Air Patrol to Fight Forest Fires.

Members of the Legislature in this city for the week end said yesterday that the next message Gov. Miller would direct to them would be on the subject of water power. He would recommend, they said, that the State take up development of the 1,200,000 horse power in the State and lease it for operation to private companies.

The Governor has been in consultation with William Barclay Parsons, Herbert Hoover and other eminent engineers in regard to this project and is convinced that it should be undertaken. The saving in the cost of power to the industries of the State, the Governor believes, would equal the cost of the development in the course of three or four years.

Another matter the Governor has on his mind is doing away with the fire rangers in the forest preserves, turning their duties over to the State Police, which shall be a fire patrol by means of aeroplanes. It is understood that George D. Pratt, the Conservation Commissioner, is opposed to the latter scheme.

CHANGES PREPARED IN TRANSIT MEASURE

G. O. P. Legislators Seek to Avoid Loss of Votes at Next Election.

All of the Republican members of the Legislature from New York county got together at the headquarters of the Republican County Committee yesterday and prepared amendments to the Governor's transit bill in accordance with warnings by Samuel S. Koenig that the bill, if put through as it stands, would cost the party many votes later on.

The meeting was called for the purpose of hearing the report of a committee composed of Senators Duggan, Meyer and Tolbert and Assemblymen Rayner, Fox, Ullman and Steinberg, which was named a week ago to consider possible action on the bill. Mr. Koenig was present and took an active part in the discussions.

It was explained, following the meeting, that the amendments which the legislators present adopted indicate the sentiment of the majority of the Manhattan delegation. The members of the delegation, however, have done nothing to bind their vote, and it is expected that five or six will vote against the bill. The amendments which are to be introduced at Albany include the following:

Provide that there shall be no increase in fare until the plan for a unified system has been agreed to, the contracts signed, sealed and delivered and operative.

Provide that when the Board of Estimate does not agree with any feature of the plan as formulated by the Transit Commission, it shall go to the Appellate Division of the Supreme Court, which shall act as an arbitrator and have the final decision.

Clarify the provision for taking over the property of the companies at its "physical valuation," so there can be not the slightest shadow of a doubt that good will and franchises shall not be paid for.

During the meeting it became known several of the upper Manhattan members continued to hold the opinion that the Miller bill should be opposed in its entirety. These men expressed the opinion also that provision should be made against an increase in fare without the city's consent.

Mr. Koenig explained that there was no attempt to force these men into line. He added that there is little likelihood of a caucus of the New York members, and that all of them will be left to follow their views.

CHAPTER I. JOHNSON ANTI-MILLER SERIAL

Senator Starts to Give Daily Quotations and Comments on Transit Bill.

Senator Hiram W. Johnson of California, hired by Mayor Hyman as special counsel for the city administration in the fight against the programme of Gov. Miller for solving the transit problem here, made public yesterday the first chapter in his traction serial. It was explained by the Senator that each chapter would consist of a quotation from the transit bill with his comment thereon.

"The purpose of these excerpts from Gov. Miller's traction bill," said he, "is to enable the people for themselves to measure the revolutionary character of the legislation. Without argument from the reading of the exact quotations made it is obvious that the endeavor is to destroy local self-government so far as rapid transit is concerned, to take over property undoubtedly belonging to the city, and to place over the city in its relations to traction companies a super government which may act without the city's consent and against its protest."

Here is Chapter I:

The bill provides that the Transit Commission may change fares (p. 36), "notwithstanding that a higher or lower rate, fare or charge has been heretofore prescribed, by general or special statute, contract, grant, franchise, condition, consent or other agreement."

The italicized words are new. And then at the end of the paragraph are these words:

"Any such change in rate, fare or charge, shall be upon such terms, conditions, safeguards or readjustment of franchise or contract rights of obligations, as the commission may prescribe."

Note that the commission may prescribe "readjustment of franchise or contract rights or obligations." Ask yourselves in relation to the subject matter: What limit is there to the power of the commission?

This provision is an amendment to the existing law, Section 49.

The serial will be continued to-morrow.

Discussing the bill yesterday the Senator said he felt it was of the greatest importance to make the public understand the bill, which, he asserted, must have been in preparation for many months.

GARRISON THREATENS TO STOP BRIDGE CARS

Objects to Whalen's Plan to Take Over Traffic.

Lindley M. Garrison, receiver of the B. R. T., called Grover A. Whalen, Commissioner of Plant and Structures, a "petty person" yesterday, and reiterated his threat that if the city takes over the bridge cars he will stop the traffic of the bridges and let the city have the entire business. Passengers, of course, would be required to get out and change to local bridge cars.

In a letter to Mr. Whalen, Receiver Garrison said that it did not appear that Whalen actually knew that the bridge cars are now being operated by the Brooklyn City Railroad, an entity, although a subsidiary of the B. R. T. He said he had not been informed of the steps taken by the Brooklyn City Railroad toward the proposal of Commissioner Whalen, except that they intended to drop operation of bridge cars if the threat is executed. He charged that in previous statements regarding the B. R. T. Mr. Whalen had given vent to partisan and "political" utterances.

14 STATES FILL QUOTA FOR EUROPEAN RELIEF

25 Others Near Finish in Raising \$33,000,000 Total.

Fourteen States have completed their quotas in the campaign of the European Relief Council to obtain \$33,000,000 with which to save the lives of 3,000,000 starving children in Central and Eastern Europe, according to announcement made by James J. Rick, comptroller of the council, at headquarters, 42 Broadway.

Twenty-five other States are in the final stages of the campaign with prospects that they will go "over the top" any day, while large daily subscriptions are being received in fifteen others, which are still in the height of the campaign. A total approximating \$25,000,000, exclusive of certain large gifts, not yet announced, has been reported to date.

The fourteen States that have completed this work are New York, \$5,000,000; Massachusetts, \$1,000,000; Washington, \$215,000; District of Columbia, \$170,000; Delaware, \$152,000; Nebraska, \$155,000; New Hampshire, \$102,000; Rhode Island, \$237,000; Kentucky, \$110,000; Kansas, \$50,000; North Dakota, \$25,000; Territory of Hawaii, \$65,000; Alaska, \$10,000; Nevada, \$11,000.

PRINCETON STUDENT CHOSEN

Special Despatch to THE NEW YORK HERALD.
EASTON, Pa., Feb. 26.—Ralph C. Hutchinson, a Princeton Seminary student, was elected president of the Student Volunteer Conference of Eastern Pennsylvania and New Jersey at tonight's session, held here under the auspices of Lafayette College.

PRINCETON HAS NO ROOM FOR CHEATERS

New Plan Evolved Whereby Honorable Students May Inform on Delinquents.

TO KEEP UP OLD SPIRIT

Faculty Gives Senior Council Power to Dismiss Anyone Unfit for University.

PRINCETON, N. J., Feb. 26.—Princeton believes it has found a solution to the problem of how to secure from honorable students the evidence sometimes necessary to punish cheaters. In all colleges and in all times the name of "squealer" has been detested, and straightforward boys would often go to extreme lengths to avoid "telling on" college mates they knew to be guilty of improper conduct or of some rank dishonorable action. The solution, Princeton thinks, is to leave action in such cases solely and strictly to the students themselves, the faculty keeping out of such cases entirely until it receives from the students a recommendation as to what should be done.

A radical step toward complete student government was taken this week when the faculty unanimously voted to put into the hands of the Senior Council, the student governing body selected by the undergraduates, the power to dismiss a student from the university without stating the cause to the faculty. Under this ruling the Senior Council will have the power to deal, unhampered and without reporting any evidence, with cases which, in their estimation, tend to lower the moral tone or injure the good name of Princeton.

This step grows out of the development of the honor system, which was established at Princeton twenty-eight years ago. All examinations are conducted under this system and without faculty supervision. Students are at liberty to converse while examinations are going on, to leave the class rooms in fact, provided they sign a pledge at the end of their examination paper that they have been faithful to the system.

Dean McClenahan says that in the twenty-eight years the number of proved cases of dishonesty might be counted on the fingers of one's two hands. Previous, the Dean said, cribbing was one of Princeton's favorite indoor sports. President Hibben had this to say to-day: "We are now taking a further and im-

portant step. The senior council has asked permission of the discipline committee to take up a type of case which heretofore it has been difficult to deal with fairly and justly. The council will take up these cases, examine them and recommend to the faculty the punishment that should be meted out to men that have violated the spirit of the place.

In case any student feels that injustice has been done he may appeal his case to the discipline committee of the faculty." No college hitherto has been able to solve the "informer" problem, and Princeton's experiment will be watched with great interest by the entire college world.

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